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AROUND THE LAKES.

CLEVELAND.

The steamer N. K. Fairbanks is loading coal for Chicago.

The barge Conrad Reed, which was slightly aground at Herson Island, was released without damage.

The steambarge Columbia is in the Globe drydock getting a new Philadelphia wheel, her bottom calked and a new piece of keel.

Captain T. N. Van Valkenberg, United States supervising inspector, finds many life preservers that will not bear inspection.

The office of Ward's line of steamers is open to receive freight for Detroit, Port Huron, Saginaw, and all Lake Superior ports.

There is prospect of an abundance of freight for upper lake ports as soon as navigation opens. Reports from all merchants are to that effect.

The steambarge Cormorant is chartered for coal from Cleveland to Milwaukee at 70, and the Cumberland, coal, from Cleveland to Chicago on private terms.

The Detroit and Cleveland Steam Navigation Company have adopted standard time. Boats will leave here at 8:30, but at 9 o'clock, as heretofore, according to city time.

The William Edwards, Captain Mallory, which left Buffalo on Tuesday night, arrived at this port yesterday morning. She took on fuel at Barnhisel's dock and sailed for Chicago in the evening.

The report current this week that the cargo tariff is broken has been confirmed. The rate from Chicago to Buffalo is 50 cents on steam and sail alike. It is understood that W. T. Baker & Co. ship most of the wheat.

Captain Philip Minch, according to a paragraph in a city daily is in a bad fix. It says that he made affidavit before a notary that he lost all his charters last fall when the Sophia Minch went ashore. It is to be hoped that it meant charts, as they can be replaced.

Local Inspectors B. F. Stanard and T. Fitzpatrick, after inspecting the tug Sprague, departed on similar business for Conneaut. They will examine the Kasota and Glidden to-day. Messrs. Stanard and Fitzpatrick have been very busy during the present month, having inspected forty-nine vessels since April 1st.

The following steamers will run in connection with the Cleveland Forwarding line, George Chamberlin, agent, No. 1 Superior street, viz.: Atlantic, Flora, Saginaw Valley, Oconto, Sanilac, Armenia, Cuba, California, Garden City, Oscoda, S. C. Hall, Kalkaska, and Peterson and freights will be carried with cheap and quick dispatch.

The schooner St. Lawrence, Captain Doville owner and master, is lying in the river in the vicinity of Columbus street bridge. She has been largely improved in appearance during the winter, painted outside and in; new sails, new gear, new kelson, new ceiling, etc., in fact, thoroughly ready for business, having already brought a cargo of grain from Detroit.

An East Tawas dispatch of the 21st reported the Ogemaw and her barges, the City of the Straits and Roberts, were at that port. If any barge is wrecked at Point au Barques it must be one of the consorts of the William Rudolph, as three of her consorts broke adrift on Lake Huron, and the wreckage which floated down the St. Clair river may be from one ot them.

The schooner Donaldson has arrived at this port. She will be converted into a barge and will tow behind the Cuba. She is loading coal for Chicago.

The following additional charters have been reported: Schooner S. H. Foster, coal, Sandusky to Milwaukee, 70c; Raleigh and Lucerne, coal, Lorain to Milwaukee, 75c; Alcona and San Diego, ceal, Toledo to Milwaukee, 75; Cheney Ames, coal, Lorain to Brockville, $1.25; Swaine, Maxwell and John O'Neil will load coal for Lake Superior ports.

The exploded tug Peter Smith has been brought to this port and now lies near the upper end of the old river bed. After getting her into her present position she was sufficiently hoisted from the water to admit of some examination of her hull. In doing so the body of James Rancour, one of the three men who lost their lives in the disaster, was discovered in the hold not far from the location of the bursted boiler.

A libel was filed in the United States District Court on the 19th instant by Edward B. Smith and Townsend Davis, insurance agents of Buffalo, N.Y., against the wrecked schooner John C. Johnson her boats, tackle, outfit, apparel and furniture now lying at Vermillion.Ohio, in which the libelant set forth a claim for salvage to the amount of $8000, with interest from December 1st, 1883, and further compensation and reward. The property has been seized by the United States Marshall, and the court has made an order for the sale of the same at public auction. The sale will take place on Monday next at 11 o'clock a. m.

Rosel Downer, submarine diver, who was in Cleveland this week after having completed the work of raising the exploded tug Peter Smith and taking her into Vermilion, gives a stirring account of his narrow escape from a watery grave with his armor on. On descending to the wreck he was caught among the flues of the boiler which presented much the appearance that a mad porcupine would, and which caught and held him fast, tearing his suit and letting the water fill his armor. He immediately telegraphed to be drawn up, but did not reach the surface until after he became unconscious. He was laid out on the deck of a barge and restoratives applied, when he recovered. With his usual determinination to prosecute the business upon which he was bent, he again descended to the sunken tug and his efforts were crowned with the success merit deserves, and which is described above.

DETROIT.

Special to the Marine Record.

DETROIT, April 22.

Cold weather has prevailed constantly for a week past, and on Saturday night a northeast gale set in with considerable force, which, beyond a doubt, has prevailed throughout the extent of the whole chain of lakes, and the results which usually follow may be expected, although at this writing nothing strictly definite has come to hand.

The steamer Algomah, which met with numerous mishaps in the Straits during the winter, and lastly the loss of her rudder was supplied by a new one sent from this city by rail. Now that the ice will be no longer a source of annoyance, it may be presumed that her troubles are at an end for the present at least.

Captain Thomas D. Allen, of this city, has purchased an interest in the sidewheel steamer Ivanhoe, and is at present fitting her out for a passenger route. She formerly plied on Lake Superior. Captain Allen will command her, but where she is to ply is not yet definitely settled upon.

The new steambarge Schoolcraft, built at Trenton, has been towed to this port and is receiving her machinery on board.

A new name, entirely out of the usual routine in such matters, has been found for a new craft towed here from Dresden a day or two since. She has been called the United Lumberman and is intended for the lumber trade between Georgian Bay and ports eastward. She is 150 feet long and 33 feet beam, with a low pressure cylinder 82x32. Her boiler is 8x14. Trevice & Morden were the builders.

The United States steamer Dahlia has left en route westward to attend to the placing of buoys and stakes which belong to her district.

The ice embargo which prevailed for so long a time at the St. Clair flats has entirely disappeared,

We have, lying at one of our docks at this port, a vessel with five masts, otherwise a five-master. Now this, of course, is nothing new, as there are several of them on the lakes. Yet if there is one absurdity above another appended to a vessel it is the craft which carries that fifth obstacle to her fit-out, and it is to be hoped there will be less of them in the future. In earlier times full rigged ships, to the number of three, all told, were put afloat on the lakes, yet they were short lived and found not to be the sort of craft for fresh waters. The same may be said of barques and brigs, which have almost entirely disappeared.

Considerable work has been going on in the repairing of wharves along the river front, which was much needed.

It is expected that on the opening of the Straits a large fleet of vessels will be on the passage down, and in view of such an emergency nearly all the tugs have been put in readines to attend to them.

The opening of the Welland canal is fixed for the 28th instant, yet it is probable vessels will depart sooner. There were no departures last year until May 5th from that port.

A Detroit daily, in its marine department, informs the general reader that Captain H. P. Gallina will command the steambarge Annie Smith this season, and almost in the same breath it announces that Captain J. T. Hutton will command the same steamer.

Captain J. M. Jones, ship broker at Detroit, and Mrs. S. E. Hudson, also of this city, have purchased the schooner Grace Murray from Lewis Blain. The price stated was $2,500, a decidedly low purchase.

Captain A. P. Collins takes command of the tug John Martin.

Latest—The steamer City of Cleveland has just returned to Detroit from her trip to Mackinaw City. Captain A. Stewart informed your correspondent that through much difficulty he succeeded in reaching the much desired haven by taking the south passage, and on his return voyage took the north channel, encountering much ice on both routes. While at St. Ignace he was informed that two steamers were visible from that point lying under St. Helena, downward bound. The ice, although plentiful for a distance of about ten miles, was somewhat porous, and with a strong wind from either course, would give way and afford a passage through. The steamer on her return voyage encountered very heavy weather but saw no vessels in distress anywhere along the coast.

The schooner Helvetia, which wintered here but hails from Cleveland, has left for the latter port per the tug P. L. Johnson.

The propeller Oconto, laden with lumber and lath, reported stranded in the river St. Clair last evening, arrived here this morning all right, en route to her destination, sustaining no damage.

Morgan & Rice effected a contract for the shipment of 20,000 telegraph poles from Port Huron to Monroe, Mich., at 16c each.

The first sail vessel to arrive here from the west was the schooner Smith & Post with a cargo of lumber from Alpena. She took her departure from here, as noted in my last correspondence, some days since, meeting with no delay either way.

The steambarge Wm. Rudolph and consort passed down this (Tuesday) morning, both lumber freighted.

The departure from Port Colborne, yesterday, of the schooners Grace Whitney and Albany was reported here last last evening, and with the north shore of Lake Erie clear of ice they will doubtless effect a passage through to the Detroit river.

A dispatch received here last night from Makinac announces the arrival at that port of the steamer City of Cleveland, and it may be assumed that the passsage through the Straits of vessels from Chicago is near at hand, and possibly ere this is in type the feat has been accomplished.

The reports of disasters on Lake Michigan came to hand last evening and this (Tuesday) p. m., news from Lake Huron are also at hand. The schooner City of the Straits is reported a total loss at Point au Barques, having broken loose from the steambarge Ogemaw, with others, including the schooners Wm. Young and E. C. Roberts. The City of the Straits is 392 tons burden and was built at Detroit in 1866, by Captain J. M. Jones. It is not at present known whether any lives have been lost, but it is rendered almost certain that the vessel is beyond recovery. The schooners W. Young and E. C. Roberts were both well along in years, the former having been 21 years in service, the latter 28 years. The storm is just about at its terminus, having been in force for three days, and in due course of time further reports of casualties will come to hand of the first gale of the season. J. W. H.

CHICAGO.

Special to the Marine Record

The shipping office of the Chicago Vessel Owners' Association, has removed to 53 South Market street, second floor, and E. Miller, their agent, will furnish crews for all class of vessels on short notice, free.

Captain Peter Peterson of the schooner Winnie Wing towed over thirteen spar logs on his last trip from Pentwater, for Miller Brothers.

The scow Forest of Racine, Captain Samuel Mart inwas towed into this port on Sunday last by the tug Thos. Hood, waterlogged. She was out in the heavy gale Saturday night and lost part of her deck load of cedar posts which she had brought from Ahnapee. She was in considerable peril outside and barely escaped capsizing.

Larsen Brothers, yacht and boat builders

[*Continued on 4th page.*]

MARINE LAW.

GENERAL AVERAGE CONTRIBUTION—UNSEAWORTHINESS.

Court of Common Pleas, Philadelphia.

Effect of signing a general average bond. Decision in favor of the vessel.

A case of importance to ship masters and consignees of cargoes upon which have been levied general average assessments came to trial on January 31, before Judge Elcock and a jury in the Court of Common Pleas, Philadelphia.

The schooner Mottie A. Hand, Captain Nelson Jarvis, sailed from Philadelphia on January 9, 1880, bound for Charleston, S. C., with a cargo of steel rails and several lots of other goods. There were 536 tons of rails, their value was $38,000, and they were consigned to the Cheraw & Salisbury Railroad Company, a South Carolina corporation. On the voyage the schooner sprang aleak at the centreboard and she was obliged to put into Norfolk for repairs. Her cargo was discharged, and after waiting for some time her turn on the marine railway, she was hauled out, repaired, reloaded cargo, and sailed from Norfolk on April 8th. She was obliged to put back again to Norfolk, where a new rudder was put in, and she finally left Norfolk on April 23d, and arrived on May 1st at Charleston, her port of destination. Her bills at Norfolk amounted to $8,149.89. The repairs were made under the supervision of the board of marine underwriters. The steel rails were insured by the Insurance Company of the State of Pennsylvania. On the vessel's arrival at Charleston the captain surrendered his lien for general average on the rails, released the cargo and delivered it over to President Ravenel, of the railroad company. In consideration for this release the president executed to him the usual general average bond, which in forms sets out that certain expenses have been incurred by the perils of the sea, that these expenses constitute a claim for general average, and that the consequence therefore would pay his proportion of the loss as adjusted under the laws and usages of South Carolina by John R. Heriot, an average adjuster of Charleston. Mr. Heriot afterward made up the adjustment and the amount found to be assessed against the steel rails was $1,939.38. The vessel sailed from Charleston in due course, leaving the amount due by the railroad company still uncollected, and finally the president of the company refused to pay the money, saying that he had been instructed by the insurance company to refuse payment because the vessel was not seaworthy when she left Philadelphia.

Suit was brought against the railroad company and the owner laid an attachment against what the insurance would owe the railroad company for the amount of the rail's general average contribution. The suit against the railroad company came up for trial before Judge Elcock, as before stated, on January 31st. The action was to recover the amount due under President Ravenel's general average bond. Counsel for the schooner proved the execution of the bond, the making of the adjustment according to the usages and laws of South Carolina, the payment of the bills at Norfolk, and then rested.

George Tucker Bispham, Esq., for the railroad company, sought to introduce evidence that the vessel was unseaworthy before she entered upon the voyage. The owners of the rails were not obliged to pay this contribution because the loss did not arise from perils of the sea. Every shipowner necessarily contracts that his vessel is fit to perform the voyage. This vessel was in the Delaware river eight or nine days after she left Philadelphia, and was leaking when she got to sea. There was no stormy weather sufficient to drive a staunch vessel into Norfolk. On taking her out on the railway at Norfolk the vessel was found to have many timbers eaten up with dry rot. There is an implied warranty of seaworthiness on the part of a captain when he contracts to carry a cargo. The bond sued upon was conditioned to pay only what the owner of the cargo might be legally held liable for, and that in view of the unseaworthiness of the vessel, there was no legal liability to contribute towards repairs, and hence there could be no right of recovery on the bond.

Messrs. Driver & Coulston, for the vessel, objected to the admissability of such evidence as above set forth. They claimed that the consignee was estopped by reason of having signed the bond. The bond could only be attacked for fraud, accident or mistake, of which there was no presence in the case.

Judge Elcock sustained the objection and directed a verdict for the vessel, which the jury accordingly rendered for $2,373.80 which sum includes the general average contribution with interest. Mr. Bispham took an exception to this ruling and the law point will be argued before the *Court in Banc*.

DECKLOAD JETTISONED.

United States District Court, New Orleans.

Before Judge Billings January 28.—No. 11,381—John F. Popp & Co. vs. the schooner Hettie Ellis.

This is a suit to recover the value of lumber shipped from Tensas river or Bay Minette, Mississippi, to New Orleans. The lumber was, with the knowledge of libelants, who were owners, stowed on deck. There was a storm, and the preponderance of evidence established that the lumber was jettisoned. There was no bill of lading or other contract in writing. The testimony as to the usage with reference to the liability fails to establish any custom which could vary the liability which the law imposes upon vessels as to property thus stowed.

With reference to cargo stowed on the deck, the ship is not liable as a common carrier, but its liability in this case is limited to ordinary care, i. e., such degree of care as a prudent owner would exercise. Lawrence vs. Minturn, 17 How., 111. The case shows the jettison occured to save the vessel and the mariners from destruction and leaves the sole question of fact to be decided: Did the unskillfulness of the master expose the vessel and cargo to the danger or peril from which the loss arose? The allegation in the libel is that "the loss was the result of the negligence, want of skill and care of the master." If this allegation is maintained, the liability of the vessel is established. Lawrence vs. Minturn, 17 How., 111. In Shackleford vs. Wilcox, 9 L. 33, 39, the court says: "In relation to underwriters without special agreement, and in relation to other owners of cargo under deck, in case of jettison, it is well settled that goods on deck form no part of the cargo." "As between the owner and the carrier, it is otherwise, and the carrier is bound by the same obligation as for the rest of the cargo, save only the damage which may result from its exposed situation.

In New Jersey Steam Navigation Company vs. Merchant's Bank, 6 Howard, pp. 344, 383, the court says: "The vessel was not exempt from ordinary care in the management of the vessel by the master and hands." These last two cases establish the law to be that when the cargo is stored on deck, the burden of proof is on the shipper.

Does, then, the evidence establish want of ordinary skill in the management of the vessel? The facts, as detailed by the master and the witness, John Brown, are that the schooner came through Grant's Pass Saturday morning. Toward night a heavy fog came on, with increasing wind. At Round Island they took in the mainsail and sailed on before and after dark, the master being uncertain of his whereabout or even his direction or course. In the night the vessel went upon Dog Keys, where the lumber was jettisoned. It was easy for the schooner to have anchored in closed waters and to have waited until the fog broke, and not to have sailed on without knowledge of locality and not attempted to navigate the vessel square bowed in the open sound full of shoals. But for this want of skill or care the loss would not have occurred.

Let there be judgment for the libelants.

THE CANISTEO-MURRAY COLLISION.

In October, 1880, during a storm, the propeller Canisteo and the schooner George Murray (now the George) came in collision near Waugoshance. The propeller was badly damaged and made water freely, and her commander, in order to save the lives of those on board and finally save the propeller, ran her ashore. The gale, however, used her up, and she and her grain cargo became total losses. Their combined value was about $75,000. The schooner was also damaged to some extent. The Phœnix Insurance Company had $7,200 on the grain cargo of the Canisteo and had to pay it of course. In order to get this sum back it commenced proceedings in court in Chicago, alleging that the Murray was at fault, and caused the collisionand loss. Though the propeller and her cargo was worth $75,000, no other claim except that of the Phœnix was filed in. The other companies took no part in the proceedings. When the proceedings were instituted Captain Wiley M. Egan, of this city, limited his liability, under the act of Congress, to the Murray, and her value was appraised at $23,000. The case was referred to Commissioner Proudfoot, and the latter made his report on the 17th. It is to the effect that the Canisteo was the sole cause of the collision, and that the Phœnix Company has no just claim against the Murray or her owner or his bondsmen. Schuyler & Kramer conducted the case for Captain Egan, and Robert Rae for the insurance company. The Phœnix gave notice of an appeal. The lookout on the Murray, the extra man on deck, one of the men below, and the female cook all went over to the side of the insurance company, and gave evidence in their interest. The evidence of Captain Hurlburt, of the Murray, his mate, and the man at the wheel was sufficient, however, and won the case for Captain Egan.

TRANSPORTATION.

Editor of the Marine Record.

There is a most imperative call for the passage of Senator Collin's inter-state commerce bill, or some other measure having for its direct object the overlooking and supervision of transportation and all matters pertaining to it. Our cereal trade will develop or retrograde in exact ratio with the promptness and fairness afforded in getting crops to market. Few things can be left to regulate themselves, and where railroads combine and scheme to keep rates at a fixed standard, while the western farmer is obliged to sell at a loss or hold at a loss large percentages of his wheat in consequence of the demands of pooling railroads, it is high time these lords of transportation should be regulated. Regardless of the state of the market this clique of railroad kings must have its price for carrying. There are twelve million bushels of wheat in Minnesota and Dakota which was kept there by discrimination in freights. It does not require much of an eye to see the outcome if railroads are left to themselves to combine and dominate the country. We shall lose our grain market in Europe. India will wrench it from us as sure as fate if we do not see to it that our grain producers get their grain transported with celerity and reasonable cheapness. According to the Indian budget report of Sir Aukland Calvin the export of grain from British India has almost trebled in three years. It was 8,477,000 cwt. in the year 1882-83. It was 19 500,000 cwt. in the first ten months of the current fiscal year. It would be well if our legislaters could see the significance of these figures.

W. I.

WITHOUT INSURANCE.

A number of sail vessel-owners from other ports in Chicago are looking after their craft which wintered here, and either are already grain-loaded or will load grain for Buffalo, expressed themselves as in full accord with the Chicago Vessel Owners' Association in opposing the rates and terms of the Buffalo hull combination. One of the gentlemen, who resides in Buffalo, said he had it on the very best authority that the combination would not hold together, and that the break up would soon come. If the Straits opened before this break in rates took place he purposed to send his vessels out one trip without insurance, and he was sure that by the time they arrived in Buffalo there would be no hull combination in existence. It might be, he continued, that vessels would not be leaving Chicago until May 1st, and he anticipated no special danger from ice. He was determined that he "would not pay the exorbitant insurance rates now demanded, in order to help insurance companies to pay for their wild work and big losses of 1883." The executive committee of the Chicago Vessel Owners' Association was in session most all day on the 17th. They are hard at work and are evidently in earnest. It is understood that two other combination companies beside the Continental have intimated that they will insure a large line of vessel property at the rates offered by the committee. A number of vessels in the lumber trade on Lake Michigan are without insurance. The owners say they would like to insure, but that they cannot afford to pay the rates that are asked by the combination.

LIFE SAVING STATIONS.

The Erie Herald gives the following on life saving stations:

The ninth district, the first established along the lakes, embraces nearly 1,500 miles of lake and river coast and includes the stations on Lake Ontario, Lake Erie and the Ohio river as far as Louisville, Ky, and is under the superintendence of Captain D. P. Dobbins, than whom a man better fitted for the position in every respect could not be found. The first station in the district is situated at Big Sandy Creek, at the foot of Lake Ontario, and is in care of Captain William Fish as keeper. The next station, containing the same number of men, and known as the Salmon Creek life saving station, is also on Lake Ontario at the mouth of Salmon Creek, Mexico Bay, and is in care of Captain M. E. Parker. The third on the list, Oswego lifeboat station, is situated at Oswego, Captain John Blackburn as keeper. Fourth comes Charlotte volunteer lifeboat station, Captain Joseph O'Doyle in charge, situated at the mouth of the Genessee river. The Buffalo station, which comes next, is located on the south side of Buffalo Creek, with Captain Thomas Williams as keeper. What was formerly, when the stations were designated by numbers, known as No. 6, is now known as the Erie life saving station, and is situated at the mouth of Erie harbor, under the care of Captain William Clark. Fairport life-boat station at the mouth of Grand river, Ohio, comes next, with Captain George F. Babcock. No. 8, now known as the Cleveland lifeboat station, is in charge of Captain C. C. Goodwin. Next on the list comes Point Mablehead, volunteer lifeboat station at Point Marblehead, O., with Captain L. M. Clemens. Last is the Louisville life saving station, situated on the falls of the Ohio, at Louisville, Ky., in charge of Captain William M. Devan.

A MINIATURE MONITOR.

C. N. Crawford says in the Marine Journal: Writing about steamboats brings to mind the fact that I once instigated and helped to build the smallest successful steamboat, and the most successful small boat, one that made more round trips and more money than any small boat that ever existed. It was about this way: During the war the citizens of Pittsburg and Alleghany determined to get up a big fair for the benefit of the sanitary commission.

While this was being worked up I determined to build a miniature model of a monitor to be operated in the basin of a fountain in one of the departments. While I was engaged at this, Mr. William Metcalf, superintendent of the Fort Pitt foundry, where I was then employed, proposed to furnish all the money and material required and to enlarge on my plan, and add another department to the fair exclusively for this vessel and other war material. This resolution was unanimously adopted, and the boat built accordingly. Mr. John H. McElory, Col. Joseph Kaye, Mr. F. Kirsch, and myself were the builders of the boat, and Mr. Metcalf superintended the erecting of a building about 150x75 feet, inclosing a large elliptical shaped reservoir for the accommodation of the craft. The hull was made of a single sheet of copper, 10 feet long between perpendiculars, and about 20 inches beam, after the model of the monitor Manayunk, then building at Pittsburg.

The deck plates were wrought iron, and the turret and guns were cast iron. The vessel was driven by a beautiful oscillating engine, designed by Mr. McElroy, of 1½ inch bore by 2½ inch stroke, which was of ample power. The boiler was made of copper, of a flat elliptic section, about two feet long, with vertical tubes, the furnace being a series of alcohol lamps covering the entire bottom surface of the boiler. This arrangement worked well, and made plenty of steam. The propeller, which was of brass, was geared at a speed of about two to one of the engine. When completed she floated on an even keel with about two inches freeboard. A trial trip was made of a quarter of a mile in the Alleghany river against the current on a June rise, under convoy of a fleet of skiffs, but unfortunately when rounding into her wharf she swung against the head of a craft and sunk in twenty feet of water. This calamity was gotten over by procuring a diver who fetched her up in a short time.

The guns were never found, and had to be made over again. In due time the fair was opened, and the crowd attained access to Monitor hall, where the boat was quietly making her regular trips. That building was literally jammed nearly all the time during the two or three weeks the fair lasted. No boat ever drew such crowds, not of passengers—spectators—at 25 cents each. When the fair was over it was found that Monitor hall had collected the largest share of the receipts of the five departments, I think about $75,000. The entire gross receipts were $325,000. After this extraordinary success she was exhibited under the management of Col. Joseph Kaye, now deceased, at Baltimore, Wheeling, Boston, Philadelphia, and, lastly, at Chicago, where she was sold, making cords of money at each place for the sanitary, commission. Perhaps less is now known of this monitor that any of them, but undoutedly she is entitled to a conspicuous place in the history of our defunct navy.

THE STEAMSHIP ONOKO.

It is the fashion for people on the seaboard and Congressmen at Washington to acknowledge that there is something of a lake marine about like this: "Oh, yes, they have a number of small schooners and steamers. It's a little lake coasting business, and they don't and can't employ large craft. Compare the cargoes of ocean craft with those of the little lake craft. Why, a good sized ship leaving New York would carry several of tho-e lake hookers, cargoes, masts, smokestacks, and all." The Inter Ocean has already shown that Chicago has a great many more craft arriving and clearing all the time than all the principal seaports combined, and it can show now that many of our steamers and sail vessels are 2,000 tons register and over, and carry from 2,000 to 3,000 tons of a cargo each. The seaboard people and the Congressmen certainly cannot make fun of craft like this. And the lakes want deeper water in the connecting rivers and canals, and want the harbors improved, because still larger craft are on the stocks and will be put on the stocks just as soon as the depth of water in the bad places in the rivers is increased and as soon as the canals are enlarged. Various plans are talked of for reviving the American ocean marine. Here is a prosperous lake marine, worth more now than the ocean marine, and lake shipping and commercial interests demand that it be fostered and encouraged. Their demand is not great All they ask is that good channels be furnished by the General Government. They ask no subsidy or aid. All they want is good water and safe harbors. Harbor improvements have been commenced at various places on all the lakes, and if the river and harbor bill of this session does not pass all the work already done will be destroyed. The steamship Onoko built by the Globe Shipbuilding Co., Cleveland completed taking on a cargo of oats in Chicago for Buffalo. It is the largest cargo ever taken on by a lake craft, and shippers and vesselmen are justly proud of it. It is 163,853 of bush. oats. The record of the largest cargoes is now as follows, all oats:

	Bushels.
Steamship Lehigh, Anchor Line	124,000
Schooner George W. Adams	130,000
Steamship Onoko (last season)	130,000
Steamship Onoko (present cargo)	163,853

THE NEW STEAMSHIP NOORDLAND.

The new screw steamship Noordland, the latest addition to the Red Star Line, arrived at the Company's dock, foot of Grand street, Jersey City, N. J., on April 11th from Antwerp, and was thrown open for inspection to members of the press on the 14th. The Noordland, which was built by Messrs. Laird Brothers, of Birkenhead, England, is very similar in style and arrangement to the Westernland, which was also built by Messrs. Laird Brothers, for the same owners. The dimensions of the Noordland, which is a fine specimen of the shipbuilding art, are as follows: Length on main deck, 400 feet; beam, 47 feet; depth of hold, 35 feet 3 inches. Her gross tonnage is 4,700 tons, and indicated horse power, about 2,500 tons, with a dead weight capacity of about 5,000 tons. The hull is constructed throughout of steel, with four complete decks, three of them steel-plated. There is amidship promenade deck 160 feet long, with a deckhouse amidships and under, and turtle-backed fore and aft. Accommodation is provided for 68 first-class, 53 second-class and over 500 steerage passengers. The first saloon is at the fore end of the deck house and the saloon for the second-class passengers is in the after part of the deck house. They are both neatly furnished. On the promenade deck above the saloons, is a deck house 100 feet in length. The steerage passengers are located in the 'tween decks for the whole length of the ship. The ventilating and warming arrangements throughout the ship are of the most approved style, The electric lighting of the saloons, cabins and engine room is complete. The masts, four in number, are of steel, square rigged on the fore and main. She has 8 very large lifeboats and an abundance of life preservers. The appliances for working cargo are of the most approved kind, and the windlass and capstan, warping engines, steam and hand steering gear, and telegraph arrangements are all that can be devised to ensure the convenient and easy working of the ship. The engines have two cylinders, the diameter of the high pressure cylinder being 48 inches, and the low pressure 85 inches, with a piston stroke of 60 inches. The propeller is four-bladed solid. The boilers, which are of steel throughout, except the tubes, are three in number, oval, double-ended, with 18 furnaces and one funnel. Their working pressure is 80 pounds to the square inch. The steamer is classed at Lloyds 100 A and in Bureau Veritas.—*Maritime Register.*

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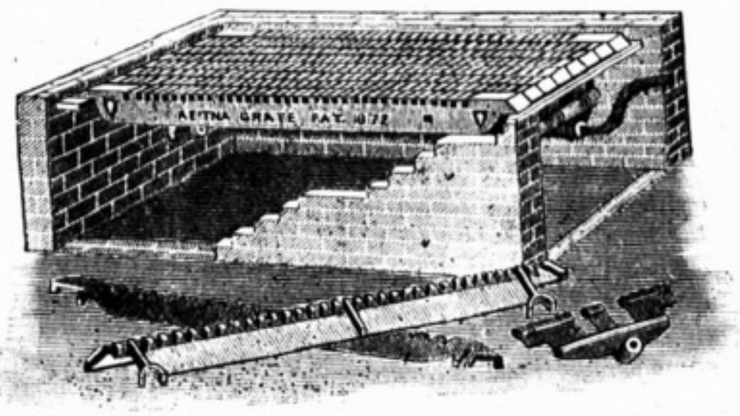

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THE INSURANCE QUESTION.

There has been much indignation among vessel owners in regard to the discriminating policy of lake underwriters during the past few weeks, caused by the organization of agents in an effort to make good the losses sustained by them during the season of 1883, but which was largely due to their own recklessness and wild manner of competing with each other, all taking what would be considered poor risks in ordinary business, at low rates. The question now under discussion is whether it would be advisable for vessel owners to pool their own interests and insure their own ships. This would be no novel measure, as an association of this nature was in existence as far back as 1840, and which was prompted by much the same causes as obtain to-day. The first mutual organization of this kind was formed by the whaling interests of the east, which were very large at that time in the ports of Nantucket, New Bedford, New London, Newport, Sagg Harbor, and in Hudson, on the North river. The vessels engaged in this trade being generally of a low class, the premiums exacted by the insurance companies were large. The capital invested, the ships being usually fitted out for a three year cruise, was also enormous for the risks involved. In order to escape payment of the discriminating rates levied by exacting insurance companies, the owners of whaling vessels resolved to form an association for their own protection, which they did, under the name of the Marine Association, each member of the organization paying a certain premium based on the class of his vessel, that being determined by an executive committee elected by the interested parties. After the losses of each year had been paid there remained a surplus of cash, which reverted to the members in the shape of a dividend, made possible by the fact that the association had no expensive offices to maintain; neither did it have an army of employes This being a mutual association, each member laid by, as it were, his own insurance money, and a case of evading the responsibility of loss never occurred.

In 1842, '43 and' 44 there were engaged in trade between Boston, Philadelphia and Balmore three lines of packets. The eastern insurance companies at that time looked upon the passage between those cities as extra hazardous on account of the ice in the rivers and bays during severe winters, and exacted an extra large insurance rate, to which the owners finally objected, and formed an association similar to the foregoing, pooling their interests, insuring their own vessels and saving money. It was said at the time that insurance companies exacted a premium of 9 per cent. per annum, and the association insured their own craft at a cost of but 6½ to 7 per cent. A few years later another association was formed, in 1845-6, in the State of Maine, which was also brought about by the causes specified above, and consisted of owners of a class of vessels known as low deck vessels, wholly engaged in the lumber trade between Maine and the West Indies. A large portion of the cargoes of these vessels was necessarily carried on deck, for which the orthodox companies asked extra premium. The owners, thinking the discrimination too great, formed a mutual association, paying their risks and realized the benefits above noted. After conducting the business for five years, insuring all the interests involved, this company divided a surplus fund of over $100,000, leaving a reserve in the treasury of $15,000. Some of the eastern companies of today are off-shoots of these mutual associations. This evidence, showing that these mutual companies became very strong, prompts us to say that lake insurance interests can be carried on the same policy with like good results, and it is to be hoped that vessel owners will examine the subject and take the necessary measures to adopt them in case the unjust discrimination which has been outlined by underwriters is carried out.

A NEW OCEAN ROUTE.

King Leopold, of Belgium, has been busying himself recently in studying the available features of a new ocean route between America and Europe. It leads direct from New York to about the fortieth parallel and along that to the Portuguese coast with the European entry at Lisbon or Cadiz. The Portuguese and Spanish governments are reported to be strongly in favor of it and there are many reasons why they should be. The reasons given by the Belgian engineers and navigators seem to be good. They claim the new route is warmer, comparatively free from storms and entirely so from icebergs. It is much further south, as a glance along the line of the fortieth parallel from New York to Cadiz on the Spanish coast readily shows. A good many nice questions are involved in the establishment of a new route and there will doubtless be plenty of time for discussion before this one is adopted.

OVER-INSURANCE IN ENGLAND.

A somewhat singular and not altogether pleasing phase of human nature is held up to view by the opposition of British ship owners to Mr. Chamberlain's bill, recently before the British Parliament. It provides that no sum in excess of the actual cost of a vessel shall be recoverable by insurance. In consequence of the many ways that the idea has been presented to the mind of the British public, there exists in that country a pretty general opinion that there are vessel owners unprincipled enough, especially when driven to it by adverse fortunes, to take advantage of the liberty allowed them in over-insuring their ships, to lay deliberate plans for the destruction of their own property. Indeed, to draw a milder illustration, for the sake of putting humanity in general in the best possible light, a ship owner can get a heavy insurance on an unseaworthy vessel and then salve his conscience with the flattering unction that she is merely taking her chances with the elements in sailing under the most ordinary conditions, and that when she sinks he is in no way to blame. We all know that this is simply a subterfuge to escape the law. That owners have done these things is a matter of current history. That they will do them hereafter, if unrestrained stands to reason. Cases are being constantly brought into court where men have defied the law and burned their houses, and insurers feel morally certain that but a small percentage of these crimes are brought to light. On the other hand evan ordinary precautions to have his vessel sunk or cast away in unexpected latitudes might forever shield an owner from connivance in one of the most horrible of crims. A bill, the object of which is to make over-insurance illegal, seems to us a very mild corrective but the English ship owners are not of this mind. They will listen to no compromise but demand the withdrawal of Mr. Chamberlain's measure entirely. When it comes to a vote he will doubtless find that his is not a popular measure and public opinion is against him.

THE HENNEPIN CANAL.

If the committee on river and harbor appropriations keeps on in the way it has been going since it took up the engineer's estimates for continuing work in progress, the Hennepin canal project will this session come out at the little end of the horn. It has not been specially selected, nor does it seem that there is any great animosity against the scheme; it merely shows the fate of all new projects, and it will have for company in its circumscribed exit all of the other canal projects of the session. The committee is giving only two-thirds of the amount asked for by the United States engineer to works already under way. It has been mercilessly taunted by public opinion, and having set out to expend but ten million of dollars for river and harbor work, the committee will doubtless stick to its attitude against the canals, and all the more tenaciously because it has exceeded its limit now by half a million dollars or more.

THE steamer Oregon, a description of which we gave some time since, is the ocean grayhound now. On her third trip she made the fastest time on record, passing between Queenstown and New York, 2,861 miles in six days, ten hours and ten minutes, an average of 18.57 miles per hour. Captain Price, who sails the Oregon, commanded the Ansonia in 1879, when that steamship made her famous westward trip in sev en days and four hours, the quickest passage ever made up to that time. Is there not some headway in the captain as well as in the ship?

THE KASOTA.

On Saturday afternoon, the 19th instant, the steamship Kasota, Captain Thomas Wilson, owner, was successfully launched at the shipyard of Quayle's Sons, Cleveland, in the presence of a multitude of people, with flying colors, without a hitch. In addition to extra strong frames, she is iron strapped diagonally and has two iron arches on each side, one of which is let into the frames on the outside and the other into the ceiling and strongly bolted together by bolts running through the frames and ceiling. She has two freight gangways on each side which admirably adapt her for carrying iron ore, grain or rolling freight. She is 260 feet in length over all, 245 feet keel, 38 feet beam, and 21½ depth of hold with six hatches and is supplied with three masts three main kelsons 16 inches square, two 14 inch riders, six strakes on the bottom 13 inches square, with bilge strakes 10, 9, 8 and 7 inches and finished with a 6 inch strake. The freight hold is divided into two compartments.

The engine, the patents of which were made expressly for it, was built at the Globe Iron Works, and every detail is in exact proportion, and is we do not hesitate to say, one of the best engines on the lakes or elsewhere. It is a compound, with cylinders 28 and 50 inches by 42 inch stroke, with steam reverse gear, opposite centers, and balanced; it has universal coupling on the main shaft with steel wearing journals. The slides, cross heads and crank pins, piston rods and valve stems are of Siemans. Martin steel; poppet valve with cast steel links, and double cranks, of forged iron, diametrical to each other. The hoisting engine on the main deck, also designed and built by the Globe works, with cylinders 8x8 operates cargoes and assist in making sail in heavy weather and also drives an eight inch bilge pump. Her pilge and cold water pump is attached to and driven by the main engine. The propeller wheel is eleven feet in diameter and fourteen feet pitch. The boiler, which is of Otis steel, is 8½ feet in diameter and 16 feet long, with 288 flues and allowed to carry 100 pounds of steam. There are iron main deck beams and iron pan under the boiler and fire hold with Beach's hot air casing over and around the boiler. Messrs. Upson, Walton & Company furnish the outfit, which includes the Providence patent windlass, No. 6, and the Felthousen & Russell signal lamps; she will also use the celebrated Katzenstein packing and will have a patent log invented by Mr. Carroll of Union City, Pa., for determining ships distance, at the same time recording the leeway.

The above details evidence the fact that Captain Wilson, with his usual wise policy, has determined, in the fit-out of this grand steamer, to have the most approved machinery and appliances. Messrs. Quayle's Sons have in the construction of the Kasota added to their already enviable reputation as shipbuilders. The cost is estimated at $125,000 and she is calculated to carry about 2000 tons.

LITERARY NOTES.

The ATLANTIC MONTHLY for May continues with undiminished interest the serial stories, "A Roman Singer," by Mr. Crawford, and "In War Time," by S. Weir Mitchell. Richard Grant White contributes the first of two articles entitled "The Anatomizing of William Shakespeare," a very acute and interesting study of the facts of Shakespeare's life and writings, dissipating some of the idolatrous illusions which some extreme Shakespeare worshippers have created. Henry James continues his French studies of travel. Prof. E. P. Evans has an article which, although its title "Linguistic Palœontology" would seem to indicate that it is for scholors only, will be found of deep interest to all intelligent readers. Dr. Geo. E. Ellis contributes a very interesting paper on Gov. Thomas Hutchinson, who was in authority in the Colony of Massachusetts Bay just before the Revolution. Henry C. Lodge writes of William H. Seward, and Miss Harriet W. Preston has an admirable essay on "Matthew Arnold a Poet." The short story of the number is by E. W. Bellamy, and is entitled "At Bent's Hotel." Articles of public national interest are, "The Silver Danger," by J. Lawrence Laughlin; and "The Progress of Nationalism," by Edward Stanwood. The poems of the number are by T. B. Aldrich, H. H., and Edith M. Thomas. Several important books are reviewed, and the Contributors' Club complete a thoroughly interesting and attractive number of this sterling magazine. Houghton, Mifflin & Co., of Boston.

A few coarse freight charters have recently been made which indicate that the coming season of navigation is to be better than the past one in this branch of business. The schooner Morwood take ties from Manitoulin Islands to Chicago at ten cents each. This is one to two cents better than was paid last year, and is probably higher than the next vessel will receive. The schooner N. C. West takes a cargo of telegraph poles from Port Huron to Monroe at 16 cents each for poles twenty-five feet in length. Morgan & Rice have contracted to take 20,000 of these twenty-five-foot poles from Port Huron to Monroe at the same price. Schooner Dauntless takes coal from Toledo to Sarnia at fifty cents per ton.—*Detroit Free Press.*

[*Concluded from 1st page.*]

and ship carpenters, Elston road and Bradley street, are building two very handsome pleasure yachts. One for Andrew Robertson with standing keel, length over all 36 feet, beam 19 feet, depth of hold 4½ feet. The other for Captain Anderson with center board length over all 40 feet, beam 13 feet, hold 4 feet.

Larsen Brothers, during the winter rebuilt the schooner Winnie Wing for Captain Peter Peterson and the schooner Rand for Captain Mullin. They have a number of new boats 14 to 16 feet long for sale.

Charters—To Buffalo—Steamers R. A. Packer, rye, at 2½c; steamer Lycoming, wheat, 3½c. To Erie—Steamer Lehigh, wheat, on through rate, capacity 78,000 bushels wheat, 47,000 bushels rye. Freights quiet at 2½c corn and 2¾ on wheat to Buffalo.

A rule has been adopted by the Chicago tug owners to the effect that all wind-bound vessels towing down the river will be charged one bill if towed out by the same line, but if another line is employed for that purpose it will be charged for.

R. Chester, 284 South Water street the celebrated fog horn and signal lamp manufacturer, has his store and work shops full of vessel men, from early morn until late at night, who are getting supplied with new lamps and kitchen outfits and repairs to old ones and the work done can be depended upon. The schooner Morning Star was supplied last week with one of the Chester fog horns.

Masters recorded at the Custom House on the 21st: R. H. Brewer, tug Annie L. Smith; James B. Lowe, steamship Hiawatha; Thomas Elliott, schooner William Jones; D. P. Craine, schooner Pewaukee; George W. Hale, schooner York State; S. Bentson, schooner Gracie M. Filer.

Inquiries have been made as to where the wheat cargoes of the steamship Packer, Whitney, and Ballentine are insured, but all to no avail. Some of the agents thought that perhaps these cargoes had not been placed at all Mr. Baker, the shipper, was asked in regard to the matter who said that the cargoes are placed and that the rate of insurance is 50 cents. The cargo tariff to Buffalo is 75 cents for a steam craft and $1 for a small craft, and an additional rate for B1 sail craft.

The Chicago Drydock Co. have had the old wheel, by which they formerly pumped out their south side drydock, taken out, and have substituted a powerful centrifugal pump, which is a very great improvement, as it enables them to get the dock pumped out in about two hours. They have been very busy during the winter months doing the following work. The schooner Newsboy was in drydock and had a through rebuild. The schooner Mary D. Ayer was in drydock and got a rebuild and a new windlass; the schooner A. P. Nichols had new frames and ceiling and a new cabin; the schooner Reindeer was in drydock and was rebuilt; the schooner E. P. Royce went into drydock and received a general overhauling; the steambarge Inter Ocean went into drydock for recalking; the propeller Peerless received new arches and a general overhauling; two government scows went into drydock for calking all over. The schooner Rising Star was in drydock for recalking. The tug Wilson Brothers was in drydock for general repairs; the tug Bob Teed was in drydock for a new shoe; the schooner Herriatt Ross got a new jibboom and topmast; the schooner Charles E. Wyman a new square sail yard; the schooner Sligo a new mizzen mast and windlass, her decks calked and a general overhauling; the schooner City of Chicago a new mizzen mast; the schooner Jessie Scarth a new windlass and repairs; the schooner American Union a new windlass, main gaff and repairs; the schooner Ford River was in drydock for calking and general repairs; the steambarge Charles Reitz got a new wind lass; the schooner Danforth had her decks calked; the schooner Mediator had her decks calked; the schooner Marengo had new quarters; the steambarge Leland had new rails and a general overhauling; the propeller J. L. Hard for a general overhauling; the schooner J. M. Forrest had her bottom calked and went out of drydock last Monday morning and the schooner Hackley went into drydock Monday afternoon to get a leak stopped and some calking.

At Miller Bros. drydock, the schooner Oakleaf, Captain James Donegan, is in drydock getting her bottom calked and some general repairs and her cabin fixed. The Oakleaf is owned by E. P. Royce of Escanaba; she formerly hailed from Milan, O., and was launched April 14, 1866, and sailed from Cleveland, O., on her first trip with coal for Chicago on May 9th 1866. Her builder has good reason to be proud of his work as there is seldom seen in a drydock a more handsome or better constructed vessel, and although she is now entering on her nineteenth year her bottom is as sound as a rock. She schooner Kate Hinchman is also in drydock getting new kelsons, frames and a partial rebuild. The schooner James D. Sawyer is in drydock getting a partial rebuild. The keel of the new tug to be built for J. S. Dunham was laid on Saturday and will be rapidly pushed ahead. They are building for H. H. Shufeldt, the distiller, a steambarge, length 110 feet, beam 22½ feet, depth 9 feet. The barge Brunette has gone out of drydock after getting new frames fore and aft and a thorough rebuild. Particulars of work done by this firm during the winter months will come in next weeks issue.

The Vessel Owners' Drydock Company have done considerable work during the winter. The steambarge W. L. Wetmore is in drydock getting her bottom searched up and calked, new wale strakes, part new rudder and new upper deck forward. The schooner J. B. Penfield, which has been renamed the A. E. Vickery, was in their drydock and got a through rebuild. The Union Company's steamships J. Fiske, Starucca, Newburgh, and New York have received general repairs. The steamship Harry E. Packer of the Leigh Valley Co's. Line was in drydock and got her bottom, topsides, deck, and ceiling calked and some general repairs, The tug Munson went into drydock and had her bottom calked and general repairs. The schooner John Kelderhouse received some repairs and calking to her deck. The tug Annie L. Smith was in drydock for overhauling and bottom calking The barge Jeremiah Godfrey received a new main boom and repairs to deck and calking. The tug C. Parker received new wale strakes, stanchions, fenders and bulwarks. The schooner C. A. King got some repairs to her deck rail and stanchions. The steambarge D. C. Whitney had her ceiling and centre board box calked and some repairs. The schooner Orphan Boy got repairs to her deck, hatches and ceiling. The schooner Nassau new main topmast and new trussel trees on fore and main mast, and repairs to her ceiling. The schooner Floretta had her ceiling repaired and calked, new timber heads and hatchcombings and her centre board calked. The steambarge. J. P. Heath was in drydockfor a new shoe and bottom calking. The steambarge John Otis was in drydock and received a new stern pipe, some calking and part new rail. The steambarge Imperal went into drydock and had her bottom searched and a general overhauling. The schooners Pilot and Jamaica got some repairs.

The schooner T. Y. Avery, cedar-loaded, arrived off the harbor yesterday, and the tug Paddy Murphy went to her. The line parted three times, however and a new line had to be obtained in the harbor. The tug Mary McLane also went to her. She was finally brought to the market in safety. She was out through the entire storm, and was roughly handled, but came through it without damage. A few posts were lost off her deckload. The captain reports the wind on Sunday morning at sixty miles an hour, and a fearful sea running. The vessel made very fair weather of it, considering, and did not leak a drop. T. W.

ESCANABA.

Special Correspondence of the Marine Record.

ESCANABA, April 19.

The ice moved out of Green Bay from Sand Point south on Tuesday night and on Wednesday it was still solid north of the point, but steamers could work their way to the docks in half a day, and if the rough weather continues as it has since last Monday it will be broken up and driven out soon. This day, Saturday, April 19th, nothing is to prevent vessels from coming in. The ice left in the inner harbor is so honeycombed as to be no obstruction. We expect vessels in from Chicago and Milwaukee at any hour. You may consider navigation open at Escanaba.

Captain Ed. Coffey has gone to Sturgeon Bay to take command of the Maxwell.

Captain Kirtland, of the wrecking tug Leviathan, removed with his family to Cheboygan, which port will be the station henceforth for the Leviathan.

The same gale that broke up and carried out the ice in Green Bay and Little de Noquette, opened the Straits of Mackinaw, and navigation, while it may yet be to some extent impeded, may be considered open.

Last Wednesday an agent of the Wisconsin fish commission planted a million and a half of whitefish fry in Green Bay at this place. In a few days he will be here again with as many more, and the expectation is that the United States commission will plant thrice the number in the same waters this spring. A Wisconsin man will be here soon to gather spawn of pickerel to plant in the inland waters of that state.

Clear pine timber in considerable quantity is taken out in the vicinity of Escanaba for shipment to Liverpool. It is a new industry hereabout, the first shipment being made last summer. The firm of O'Callaghan & McArthur Bros. have over 250,000 cubic feet on the Escanaba river, ready to come down with the first water, beside a considerable quantity already in the basin west of Tilden street bridge. The firm ships its own timber through to Liverpool. E. G.

BUFFALO.

Special to the Marine Record.

The propeller William Edwards sailed on the 22d. The ice is quite soft and she experienced no difficulty from it. The first arrival last year was the steamer D. Leuty, from Cleveland, on April 25th. There are no other vessels yet ready to sail, but line managers are preparing to begin operations next week, other craft will begin May 1st. The northeast wind, which has prevailed for the past two days, has loosened up the ice considerably, and there are now large strips of clear water. The Edwards will stop at Cleveland for fuel. She is loaded with coal for Chicago. The Edwards carries her own risk to save the April insurance of 10 per cent.

A dispatch says a barge passed Port Colborne safely.

Several vessels are loading coal. The propeller H. J. Jewett went for a cargo on Sunday. The Boston was lying at the Delaware & Hudson trestle on Monday. The Jay Gould has commenced loading.

The tug Experience of Buffalo, has been grappling for the chains and anchors of the Mary Nau, which went ashore at Grand Haven last fall, with good success. She also had a trial at what is left of the Clara Parker, which went ashore last fall south of Grand Haven, and reports that where the Parker lies the water is twelve feet deep and that she has worked down into the sand until she is twenty-three feet deep.

DULUTH.

J. W. Miller and R. B. Montague ship brokers, have rformed a partnership for the purpose of carrying on the ship brokerage and general shipping business in Duluth. These gentlemen have had many years experience in the shipping trade of the lakes. We feel warranted in saying that all business entrusted to them will receive careful and proper attention.

TOLEDO.

R. Hallaran has chartered his schooner Hallaran, corn, Toledo to Buffalo, 2 cents.

All the boats sailing from here this season have been manned with union sailors.

But few charters have been reported thus far.

The schooner Delaware cleared yesterday for Racine with coal.

MILWAUKEE.

Special to the Marine Record.

The Inter Ocean Company boats are the first of the season for Escanaba.

The steambarge Massachusetts, Minnesota, and Mononhansett sailed for Escanaba.

The barge Eureka goes to Chicago to load grain.

Most of the vessels here will go for ore, as no grain will be shipped from here.

The wrecking tug Leviathan goes to the schooner Belle Brown on the beach here as soon as the sea goes down.

The brigantine J. M. Hill, on the beach, is in bad shape, having sunk in the sand two feet.

The schooner Guido dragged her anchor and had a narrow escape from going on the beach.

The tug Caroline Williams took fire ten miles off Big Point, Au Sable, at 3 o'clock on the 22d and burned until 10 o'clock, when she sunk. Her crew reached Pentwater. She had in tow the wrecked schooner Watertown, which had a steam pump on board, and was from Northpoint to Chicago. The Williams was owned by Canfield, of Manistee, and was used as a wrecking tug. She measured thirty-nine tons, and was valued at $10,000.

On account of the heavy sea the wrecking tug could not go to the beached schooners Belle Brown and J. M. Hill. There is no apparent change in their condition. The steambarge D. W. Rust left for Escanaba on Wednesday.

The life crew at this port opened the campaign of the season in a noble manner, rescuing with much difficulty the crew of the brigantine J. M. Hill, ashore here on Sunday. They had scarcely arranged their apparatus when they sighted the schooner Belle Brown in much the same condition as the Hill. The crew, however decided to remain on the vessel. The Hill is owned by Charles and John Burnham, who have a three-quarter interest in her, and Captain Dan Maybee, of the steambarge George Burnham, who owns a one-quarter interest. The Hill had a cargo of 150 cords of wood and a partial deckload of hardwood lumber from Burnham's pier. She was in command of Captain Cole, and this was his first trip in her. It was her first trip of the season. The Belle Brown measures 217 tons, was built at Chicago by W. Bates & Co., in 1873. She is owned by Mueller, Christie & Co., and valued at $5,000. She was commanded by Captain McKivitt and carried a crew of seven men. She was bound from Chicago to Charlevoix. Her owners were notified by telegraph last night and the managing owner is expected here this morning.

The tug Bues was docked at the Milwaukee shipyard on Saturday, and the steambarge R. A. Seymour, Jr., at Wolf & Davidson's yard.

The rate on wheat from Chicago to Buffalo is 3 cents. Charters were made Saturday for 160,000 bushels of wheat.

The schooner E. J. McVea takes ties from Ogantz Bay to Racine at 7½ cents.

FRANKFORT.

Special to the Marine Record.

Point Betsy, Michigan, life-saving crew are as follows: Thos. E. Mathews, keeper; Leonhart Rohr, Martin Gullickson, Robert Emery, Christian Kerwand, Christ. Thompson, Ralph Heater, Andrew Larson, surfmen. They are a very good selection, and some of them have been in the service for years and are classed as the best drilled men in the eleventh district. Surfman Rohr is said to be an excellent signal man.

Reports to-day state that a large field of ice is jammed up in the Platte Bay, at some places crowded up twelve feet high.

Tug Williams, towing a disabled vessel (three-masted, white) passed this evening, the 21st, bound south. C. B.

SANDUSKY.

Special to the Marine Record.

The barge Crocker, which went ashore at Kelly's Island near the west dock on Sunday night, is a total wreck. She pounded so badly on the rocks that she knocked her whole bottom out, and she has since been breaking up. She was formerly owned by Lea & Sloane, of this city, who sold her to Gilchrist & Co., of Vermilion, from whom she was purchased last season by B. Hoose, of Detroit. She was in such bad condition that she could not obtain any insurance, and is consequently a total loss. She had been in commission thirty-one years. It was fortunate that she was wrecked near enough to enable her crew to jump ashore.

Navigation opened five days earlier than last season.

Captain J. F. Farwell, of Sandusky, has purchased the schooner David Provost from Henry Howard, of Port Huron, for $2,000. She will arrive this week with a cargo of staves for Hodgman & Co.

MACKINAW.

The steambarge Mary Mills, of Detroit, bonnd for Manistee, arrived at 6 p. m. yesterday, the first vessel of the season. They will attempt to make the passage to the west in the morning. The Straits have been comparatively free of ice to-day. The ice bridge south of St. Helena Island is only about four miles wide and quite rotton. The first vessel that will pass northward of the island will undoubtedly get through. The weather is warm and there is no wind.

EAST TAWAS.

The steambarge Lowell arrived from Marine City with the barges Alice Richards and St. Clair. The steambarge McBriar passed with one barge, bound for Bay City.

CHEBOYGAN.

The wind is east and straits in this vicinity full of running ice. The situation abovo remains unchanged. A blow from the same quarter would undoubtedly open the straits.

FRANKFORT.

The Williams carried away her jibboom in the blow. A tug towing a disabled three masted vessel bound south passed this evening, the 12st. The tug Sullivan arrived from St. Joseph to fish here. There are fields of ice clinging near the Manitous and Platte Bay.

Sailed—Schooners Newhouse, wood for Milwaukee; Nellie Church, lumber, for Sheboygan.

OSWEGO.

Owners of vessels do not seem to be in a hurry about commencing business and this is largely due to the rates established on hulls and the manner in which certain classes of vessels appear to have been discriminated against. The rates are regarded as simply ruinious.—*Times.*

The Bay of Quinte is now free of ice and the steamer Hero is making regular trips between Kingston and Belleville.

PORT HURON.

The northeaster that struck this end of Lake Huron has done damage to early starters. Carey's lumber report says that steambarge Ogemaw lost two of her barges, and the City of Straits of Ogemaw's tow went ashore at Point au Barques, and is going to pieces in the storm. The Ogemaw had the William Young and E. C. Roberts.

OGDENSBURG.

The steamyacht Rawson was launched on Wednesday last.

The Richlieu & Ontario Navigation Co.'s steamers will be lighted by electricity.

The Ogdensburg lighthouse again sends forth its beacon light.

The work of fitting out the revenue cutter Bibb was begun Tuesday.

GENERAL NEWS.

The salmon run in the Sacramento river is unusually light so far this season, and the prospects are not flattering.

The French gunboat Lutin has been ordered from Hong Kong to Canton to protect Europeans.

The Lathrop, Cal, levee broke, and the San Joaquin river is spreading rapidly. If the break cannot be repaired ten thousand acres of wheat will be destroyed.

The lines of the late North Atlantic Conference reduced the steerage passage from New York to Liverpool to $18, and a still further reduction will be made if necessary, to compete with outside lines.

At Key West, the war ships Alliance and Tennessee, two revenue cutters and steam launches form a cordon around the island to prevent the depature of any Cuban expeditions.

The Quebec Steamship Company has given an order to a Newcastle-on-Tyne firm for the construction of a new steamship for the company, which is to be put on the New York and West India, route.

At Buffalo, in the suit to compel the production of the books of the insurance firm of Crosby & Dimmick, a detective swore that he had seen an agent of the firm making many erasures and changes.

The U. S. Local Inspectors of steam vessels at New York an April 11 began distributing placard bearing the new rule of the department that forbids the occupancy of the pilot houses of ferry boats, etc., by any persons except those who have business in them.

The large iron and steel steamship H. F. Dimock was successfully launched Saturday afternoon, at the shipyard of William Cramp & Sons, Kensington, in the presence of a large crowd of people. The vessel is being constructed for the Metropolitan Steamship Company, of New York, for services on the line between New York and Boston.

The depression in English shipping, continues without any sign of relief. The Merchant Shipping bill is opposed strongly by ship owners who claim that if passed it will do far more injury than good. Sailors cannot find employment and any number of steamers are lying idle. Beyond completing old orders the shipyards are not busy and new orders are obtained with difficulty.

Lights have been placed on the International bridge for the season. Steamers when opposite the dummy light will blow one whistle thirty seconds, and in approaching the bridge from above will leave the buoys on the starboard side and pass to the port side of the swing pier. Danger signals will be displayed if from any cause the bridge cannot be swung in time for vessels to pass.

The Buffalo & Lake Erie Excursion Company have completed their organization and struck some preliminary stakes as to the route of their vessel, the late United States steamer Perry. She will probably run regularly down the river, touching at Tonawanda in time for trains to the Falls, and stop at Sour Spring Grove and Niagara View. She has been named the Periwinkle, the name being a neat suggestion of the former one and a good one in itself.

Smith and Davis have sold to Captain Peter J. Kenney, of Buffalo, the schooner Groten, as she is at Marquette, for $8,000. She is loaded with about 600 tons of railroad iron from Buffalo to Duluth. The freight is $2.50 per ton—about $1,500—which goes to the purchaser. The Groton was carefully overhauled last summer, under direction of Captain George McLeod, and put in good condition throughout. She also received a new outfit. She has a straight A2 rating, and Captain Kenney has secured an excellent bargain. He will command her himself.

Three weeks ago the tug Marial, which went from Chicago to Cuba, left there on her return to that port. The Mariel is owned by Mr. Walker, the stone quarryman and contractor, who had interests in Cuba, and is in command of Captain Aleck Quinn, one of our well-known lake pilots. She arrived in Chicago on the 17th, and all on board are well. She left Havana March 19, and came up through the Gulf, the Mississippi, the Illinois river, and the canal. Captain Quinn will be warmly received by his numerous friends in marine circles. He brought up some fine tropical fruit, numerous relics of his visit to Cuba, and a large fund of information, to say nothing of an endless variety of entertaining yarns.

Mr. Morrison's temporary withdrawal of the tariff bill to give precedence to the pension appropriation bill, is variously commented upon. It was expected that the tariff debate would go on uninterruptedly for about two weeks, but it is now understood that he will yield to the appropriation bills whenever Mr. Randall has any for the House to consider, and that the debate will thereby have several breaks, and last for four or five weeks. It looks as though the chairman of the Ways and Means Committee, regaining confidence in his victory in getting the House to consider the bill, has hopes that it may be amended so as to win over to its support the Democrats who are opposed to it, and thereby secure its passage by the House. He is disposed to show the opposition every consideration to the end that he may, if possible, make friends for the measure.

Mr. Conger introduced a bill for the government and control of St. Mary's Falls canal. The bill gives the general superintendent full control over it. There has always been more or less conflict of authority and other trouble between vessel masters and canal authorities as to how long and where vessels shall lie in the canal, etc. The bill provides for this by giving all necessary power to the superintendent. It also provides penalties for destroying or defacing the canal. The bill is quite lengthy and full of details. It was drawn up by Gen. Poe and recommended by him to the secretary of war in a report dated Detroit, December 10, 1883. In his report Gen. Poe says: "The costly and important improvement of St. Mary's Falls canal, Michigan, which now represents an expenditure of nearly $3,000,000, is without the protection of any specific law, and I deem it very desirable that legislation should be had at this session of congress."

THE WISSAHICKON AT FAULT.

In October, 1880, during the storm in which the Alpena was lost, the schooner J. and A. Stronach, with a full cargo of lumber, made for the harbor of South Manitou for refuge. Stress of weather had driven into the same harbor thirty or thirty-five other vessels, several of which were forced onto the beach. The propeller Wissahickon, of the Western Transportation Line, entered the harbor about 1 o'clock in the morning of the 17th of October and cast her small anchor under the lee of the shore, but it failing to bite she drifted down to within a quarter of a mile of the lee shore, where she kept her steam up to back the anchor and to save such strain as threatened to force her adrift. During all the time she had her side lights up and burning. The Stronach entered the harbor about 6 o'clock in the morning, cast her anchor and paid out about forty-five fathoms of chain, when the propeller, with her steam up, was observed working down upon the schooner. In the collision that followed the Stronach sustained serious damage. The Wissahickon, with her anchor chain leading under her bow, working ahead crossing the chain of the schooner, and while the vessels were in this position the chains became entangled from its berth. The schooner immediately drifted ashore, where she was scuttled to prevent her from pounding to pieces. A libel was subsequently filed against the propeller, and the hearing before Commissioner Proudfoot resulted in a report holding the propeller wholly in fault. It was contended on the part of the Wissahickon that she did not move from her moorings, and that the schooner luffed up across her bows and drifted down upon her. But the Commissioner, after an elaborate review of the testimony, decided that the best evidence introduced into the case—that of dispassionate witnesses from the decks of other vessels—and the physical facts, satisfactorily acquitted the Stronach from such a maneuver and threw the burden of the fault upon the propeller. The claim of the owner of the Stronach, Captain John Anderson, against the Western Line is quite a heavy one, and, under this decision, must be paid.

Engineer Wells has been engaged in taking soundings in the harbor. He finds a bar across the inner end of the canal about 125 feet wide with thirteen feet and eight inches of water over it. Two days with a dredge would remove this. He find's another bar between the Northwestern Fuel Co's dock and the N. P. dock, where no dredging has been done for several years. A third smaller shoal is near the entrance of the St. P. & D. slip. All these three can be removed easily before the opening of navigation, and Mr. Wells will recommend that a portion of the appropriation now available be used for the purpose. Wheat laden vessels now in the harbor draw about fourteen feet and a half. Taking it all around the engineer thinks the harbor in better condition than last year.—*Duluth Times*.

The Daisy Day arrived in Chicago on the 13th from Kewaunee.

C. E. BENHAM,
317 Detroit Street,
KEEPS IN STOCK
A Full Line of Vessel Supplies,
Lubricating and Lamp Oils of the Best Quality,
AND A GENERAL LINE OF LAMPS, CROCKERY AND TABLE CUTLERY.
OPEN DAY AND NIGHT.
TELEPHONE NO. 1540.

STEADY STARBOARD
AND STOP AT
Capt. Dahlke's
ONE PRICE BOOT AND SHOE STORE
And Examine a Fine Line of Spring Goods at Very Low Prices.
297 Pearl-st., Cleveland, O.

BODIFIELD & CO.,
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DEALERS IN RUBBER GOODS
Agents for Akron Rubber Co.'s Valves, Hose, Packing, etc.

F. & H. BORN,
PLUMBERS.
Manufacturers of Hotel Ranges & Laundry Stoves, and Dealers in
House Furnishing Goods,
128 SUPERIOR ST., CLEVELAND, O.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	
Port Clinton Accommodation	†10 37 A M	
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express		*3 37 P M
Conneaut Accommodation		4 22 A M
Nottingham [Sunday only]	9 44 P M	
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk		†6 12 A M
Conneaut Accommodation	†8 12 A M	
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation		† 4 32 P M

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C.L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L. & W. Acc	9:10 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday

☞Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 35 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p. m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m.

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

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Following is the time in effect Nov. 18, 1888, and until further notice:

GOING EAST.

Lv. Chicago	7.45 a. m.			
Arr. Valparaiso	9.37 "			
" Fort Wayne.	1.00 p. m.			
" New Haven..	1.35 "			
" West Leipsic.	3.45 "			
" Arcadia	4.44 "			
" Fostoria	4.57 "			
" Green Springs	5.44 "			
" Bellevue	6.10 "			
Lv. Bellevue	6.20 "		7.55 a. m.	
Arr Cleveland	9.02 "		10.22 "	Accom.
Lv. Cleveland			10.27 "	3.52 p. m
Arr Painesville			11.38 "	5.06 "
" Ashtabula			12 25 p. m.	6.06
" Conneaut			1.05 "	6.32 "
" Erie			2.09 "	
" Dunkirk			3.47 "	
" Buffalo			5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3.44 "		7 43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs.		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1.50 "	
" Valpraiso		5.55 "	
" Chicago		7.50 "	

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

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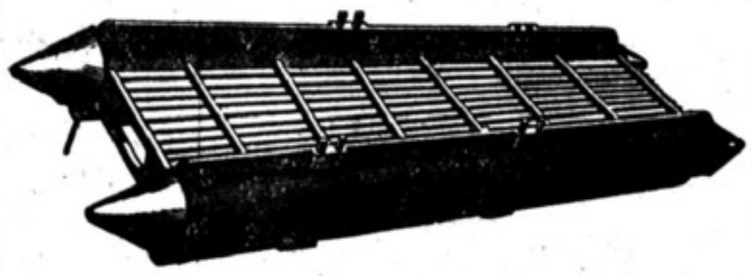

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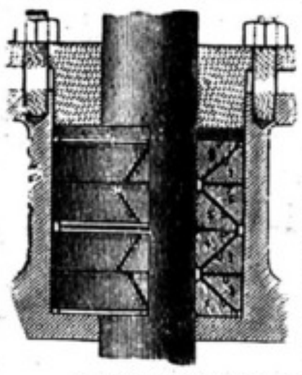

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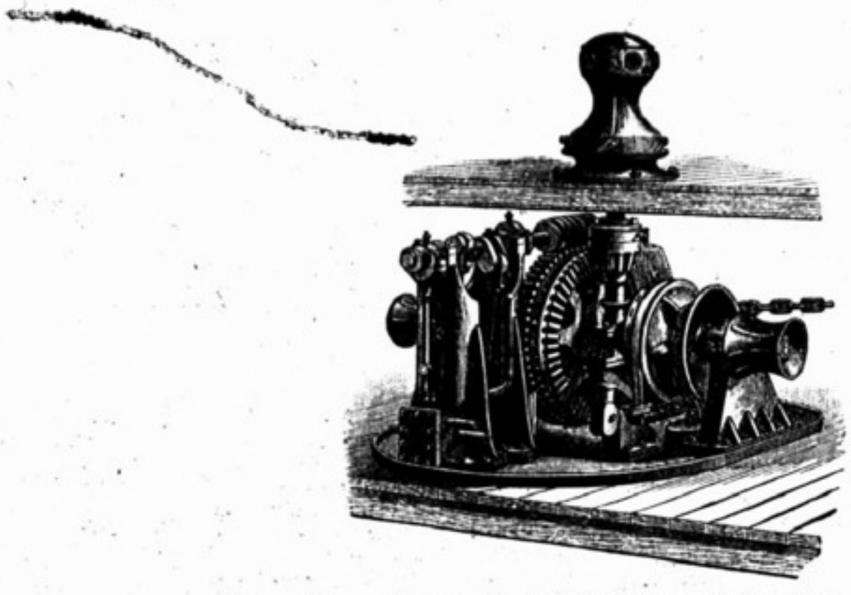
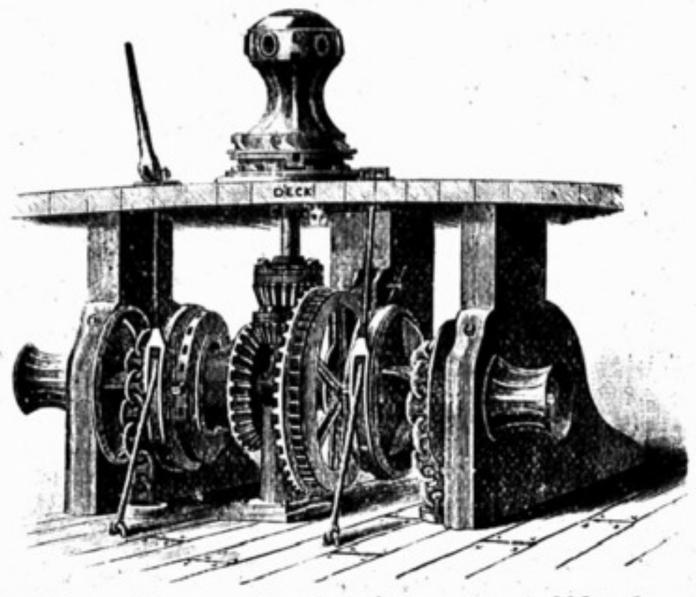


The Providence Patent Steam Capstan Windlass New Style.



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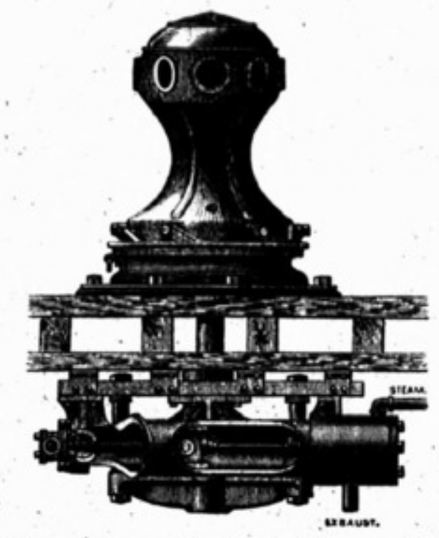

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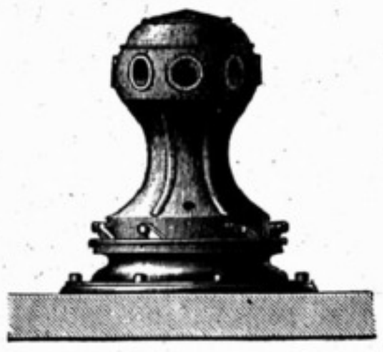

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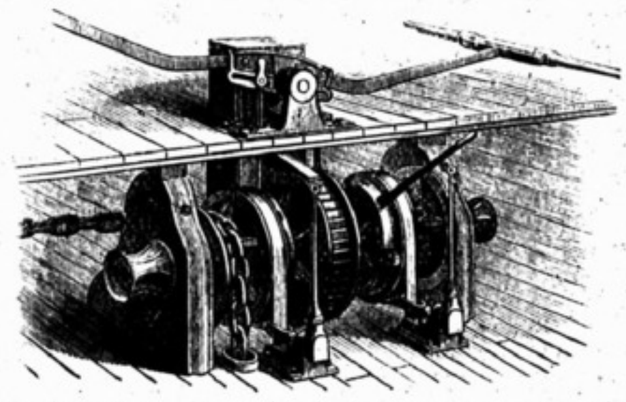

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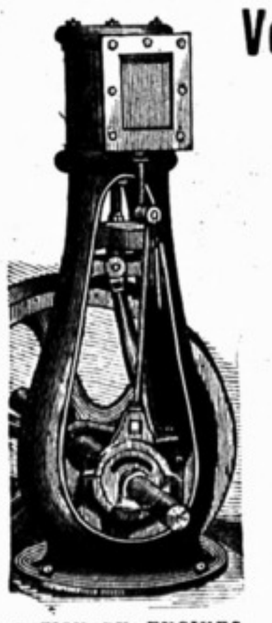

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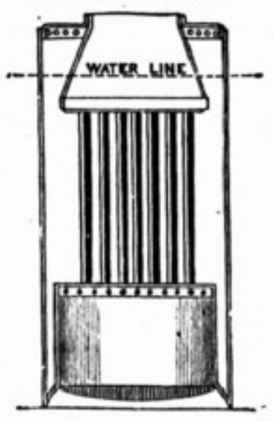

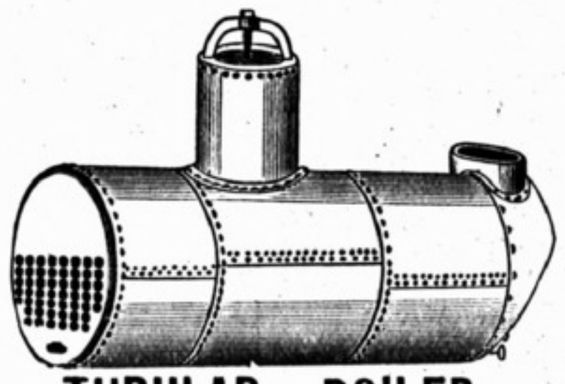

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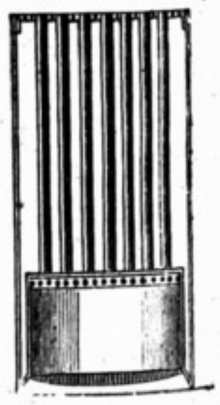

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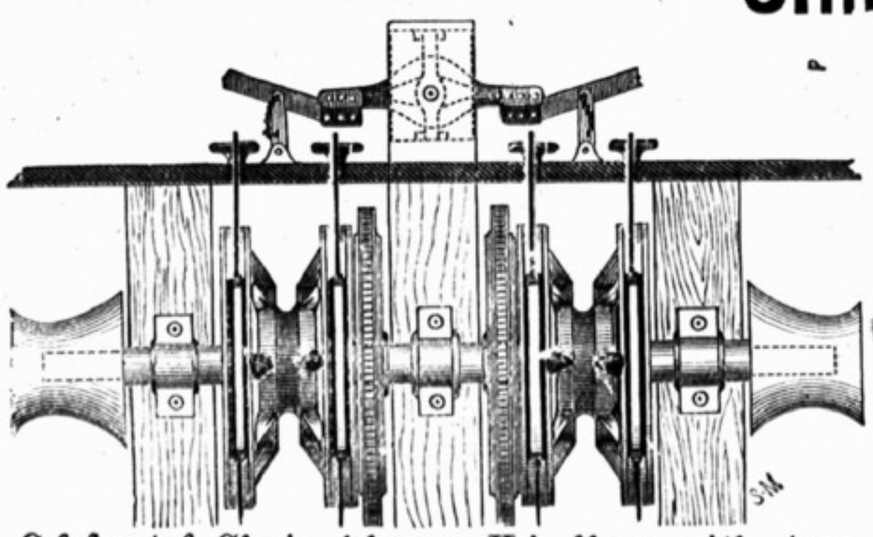
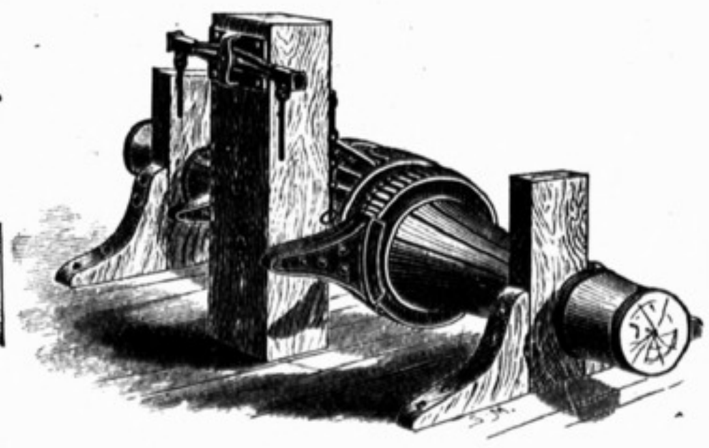
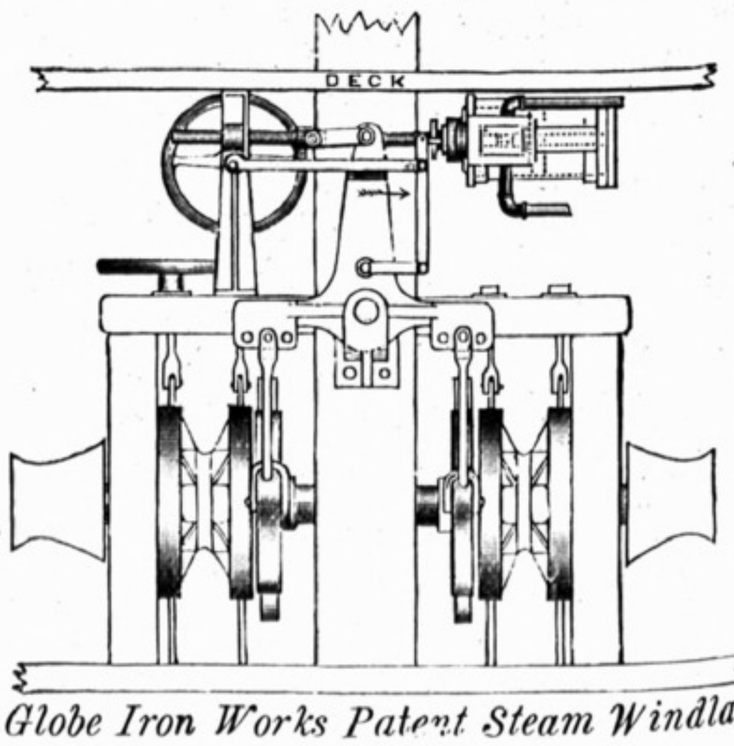


Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



Globe Iron Works Patent Steam Windlass